

WEATHER FORECAST.
Fair to-day and to-morrow; moderate westerly winds.
Highest temperature yesterday, 84; lowest, 72.
Detailed weather reports on last page.

The Sun.

IT SHINES FOR ALL

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PRICE TWO CENTS.

U-BOAT SINKS 12 VESSELS OFF NEW JERSEY; 516 ARE MISSING FROM TWO COAST LINERS; SUBMARINES IN U. S. WATERS FOR 8 DAYS; FRENCH STOP GERMANS IN DRIVE FOR PARIS

ENEMY UNABLE TO GAIN GROUND ON WEST FLANK

French by Brilliant Counter Attacks Rewin Villages Along the Ourcq.

MAIN THRUST IS SPENT
Germans Now Employing Massed Formation in Futile Effort to Advance.

LONDON, June 3.—"To-night's report is the most hopeful since the beginning of the battle," telegraphs Reuters' correspondent at French headquarters in France, adding that to-day was the first day the enemy failed to gain ground. The correspondent admits that in some sections the Germans made slight advances, but points out that these were more than offset by ground won back by the Allies in counter attacks.

It seems to-night that Gen. Foch has brought his reserves to bear upon the invaders and that their presence is manifested with telling force. Until yesterday the battle was a problem of holding the Germans from hour to hour. To-day the Allies presented a continuous and solid line which could be assailed only by frontal attacks. These the Teuton armies are keeping up furiously, but without shaking the strong front bent down to the Marne between Soissons and Rheims.

The numerical superiority of the enemy, a steadily decreasing factor, appears to be near the vanishing point. Both sides apparently realize this and while it adds to the tenacity of the Allied defense, it is inspiring the Germans to desperate measures in an effort to break through before all hope of such an achievement has vanished.

Where Fighting Is Greatest.

Optimistic statements from correspondents are reflected in the official reports, although there is no effort to minimize the gravity of the situation. The battle was resumed to-day with great intensity, the foe throwing in fresh troops between the Oise and the Ourcq. Apparently the struggle here continues. The French counter effective, however, were both spirited and effective. Fervent fighting continued late in the day. Late night and this morning ground was regained between the Ourcq and the Marne at several points. An especially violent enemy thrust in the Chateau Thierry region ended in complete failure.

Attack and counter attack followed in quick succession on the western part of the battle line. In the center the enemy has extended his front along the north bank of the Marne. Berlin admits the arrival of fresh French units in the line, but asserts they have not been able to hold the ground assigned to them, saying there has been fresh German progress south and west of Soissons. German admitting the fact that they have been made, Berlin offers no comment upon the result of the allied counter attacks along the Ourcq.

Fighting North of the Aisne.

Desperate engagements continue north of the Aisne, as well as along the more southern part of the line. Several towns of minor importance changed hands during the day.

Ideal conditions continue to prevail and have resulted in more violent aerial clashes. The number of planes engaged and the losses on both sides appear to have been heavy.

The military correspondent of the British wireless service writes as follows concerning the operations in France: "The Germans still show their greatest pressure on the western flank of the Aisne salient, their efforts yesterday being again on the front between Soissons and Chateau Thierry. Their progress, however, has not been very marked, and their advances have been more in the nature of local movements. "During the last forty-eight hours, too, the resistance has been of a severe and punishing nature. All the advances have been met by the hardest fighting, and beyond the local actions referred to, checked by the Allies.

First Impulse Nears an End.

The situation cannot yet be said to have reached a position of stability, but the evidence suggests that the first impulse of the offensive which has carried the Germans forward so far is coming to an end, and that they must now enter upon the phase of the fighting in which the full cost will have to be paid for every mile of progress. "In the advance on the Somme and the loss of the speed of the attacks was checked and the great offensive move-

Clemenceau Discusses Cooperation of Allies

PARIS, June 3.—A lengthy statement on the general military situation, the state of the present operations and the utilization of the interallied forces was made this morning before the Army Committee by Premier Clemenceau. Confidence was expressed by several members of the committee at the end of the meeting. The session of the Army Committee is held always behind closed doors, but *Liberte* says Premier Clemenceau gave detailed information with regard to British and American effective.

THREE OFFICERS LOST ON LINCOLN

Another Taken Prisoner by U-Boat, Which Fired Three Torpedoes.

23 OF THE CREW MISSING

Vice-Admiral Sims Reports Submarine Was Not of the Cruiser Type.

Special Despatch to THE SUN.

WASHINGTON, June 3.—First details of the U-boat attack on the army transport President Lincoln, received by the Navy Department to-day from Vice-Admiral Sims, shows that the transport was struck by three torpedoes and remained afloat only a half to one hour, as variously reported. The list of missing named by Vice-Admiral Sims, shows that the transport, twenty-three of the crew were missing when the destroyers gave up their search. Another sailor also reported that a certain Edward V. M. Isaacs had been taken prisoner. Lieut. Isaacs is from Fort Huachuca, Ariz.

It is the belief in naval circles that the submarine commander circled him up in the hope of getting information regarding other transports and to ascertain what was aboard the President Lincoln. This has been frequently done by submarine commanders. The good work done by the American destroyers is testified to in the fact that all of the passengers on the Lincoln, many of whom were sick and wounded soldiers, were saved and none seriously injured.

Was Not of Cruiser Type.

Following is the statement issued to-day by the Navy Department:

The latest despatches received by the Navy Department state that all the passengers, including the sick, aboard the President Lincoln, were saved. None of the survivors was seriously injured. The transport was attacked by a submarine at 9:35 A. M. on May 31, was struck by three torpedoes and sank in eighteen minutes. The submarine was not seen until after two torpedoes were sighted. The command to abandon ship was carried out in excellent order. The attacking submarine was about 200 feet long and was not of the cruiser type.

American destroyers went to the rescue. As they were returning to port with the survivors a submarine was sighted at noon Saturday and attacked by a destroyer.

The small loss of life on the President Lincoln was due to the thorough discipline of the ship's company and the excellent seamanship of the commanders and officers of the vessels concerned, particularly the command of the transport, Vice-Admiral Sims says in his report.

List of the Missing.

Following are the officers missing in addition to Lieut. Isaacs:

ARISTON, J. E., assistant paymaster, address not given. (Navy record does not show name of Ariston, and it is believed that there is an error in transmission.)
MOWAT, ANDREW, assistant paymaster, Newport, R. I., address not given.
HEDDLE, LINDSEY C., surgeon, Lehigh, Pa.
Following is a list of the enlisted men missing:
HIMMELWRIGHT, HOWARD A., Niantic, N. J.
KILPATRICK, VICTOR J., 346 Montgomery street, Brooklyn.
BROWN, EDWARD M., Philadelphia.
BROWN, FLOYD H., Edgewood, N. J.
OWEN, WILLIAM F., Trenton, N. J.
FLEMING, ROBERT J., Quakertown, Pa.
NEWELL, CARL H., Columbus, Ind.
WILSON, FREDERICK W., Jr., Denison, Tex.
JOHNSON, ARTHUR T., Jacksonville, Fla.
JEFFERSON, HAROLD H., 1817 Bergen street, Brooklyn.
WOODWARD, FRANK H., no address.
WALKER, ROBERT S., Chattanooga, Tenn.

Continued on Eighth Page.

48 EX-CAPTIVES OF U-BOAT LAND AT THE BATTERY

Twelve More Reported at Sea in Power Yawl and Many Hours Overdue.

SET ADRIFF BY GERMANS

Captains of Four Schooners Tell of Treatment After Vessels Were Sunk.

Forty-eight men who comprised the masters and crews of four schooners that were sent to the bottom by the German submarine which has been off the Delaware Capes since May 23 were landed at the Battery last night with a thrilling story of being held captives for eight days in the U-boat before they got an opportunity to make for land. They told of the capture and sinking of four schooners and a steamship in the first actual experience that any American sailors have had with the submarine in American waters.

The men came from the schooners Hauppauge, Isabel B. Wiley, Hattie Dunn and Edna, and they reported the sinking of the steamship Winneconne, a former lake steamship of 1,151 tons. The forty-eight survivors were brought to Quarantine last night at 10:30 o'clock by the American steamship San Saba, which picked them up Monday morning at 9 o'clock twenty-five miles from Barnegat, N. J.

12 More in Motor Yawl.

Twelve more men, including Capt. Sweeney and ten of the crew of the Hauppauge, and Capt. Phinney of the schooner Isabel B. Wiley, were also permitted to seek land, and the survivors said that they were in a motor yawl, headed for the Jersey coast and should have landed somewhere along the coast hours ago. When the men reached the Battery the Naval Intelligence Bureau took them in charge and hurried them to the Custom House for examination. They were told to make no statements, and arrangements were made to put them in the custody of the United States Marine Corps at 25 South street. The manager of the institute was told that he must see that the survivors were not approached excepting upon order from the naval officers.

But there was no human power that could keep the men who had been down into the sea in the belly of a stranger fish than that which conveyed Jonah from telling what he had seen. The weird narrative compelled telling, and an officer of one of the schooners laid bare the story before the night was old. In the tale that came from the sea it appears that the Germans are in wireless touch with other vessels, and one of the survivors thought that perhaps they might be receiving from a station on land. The wireless worked incessantly, said the man who brought this news, and the submarine that held the Americans captive picked up the war news from America and read to the captive sailors the progress of the battle in France.

Hinted by Submarine.

Capt. Charles E. Holbrook of the Hattie Dunn of Tuscarora Harbor, Me., told how he and his men had been captured and held as prisoners. "We left New York for Charleston in ballast," he said, "on May 23, and when two days later we were about fifty miles south of Winter Quarter light ship bowing along under an eight knot breeze I heard a shell pass near the vessel. Then came another shell, which fell

Continued on Second Page.

Smoked "Sun" Tobacco Holding Front Trench

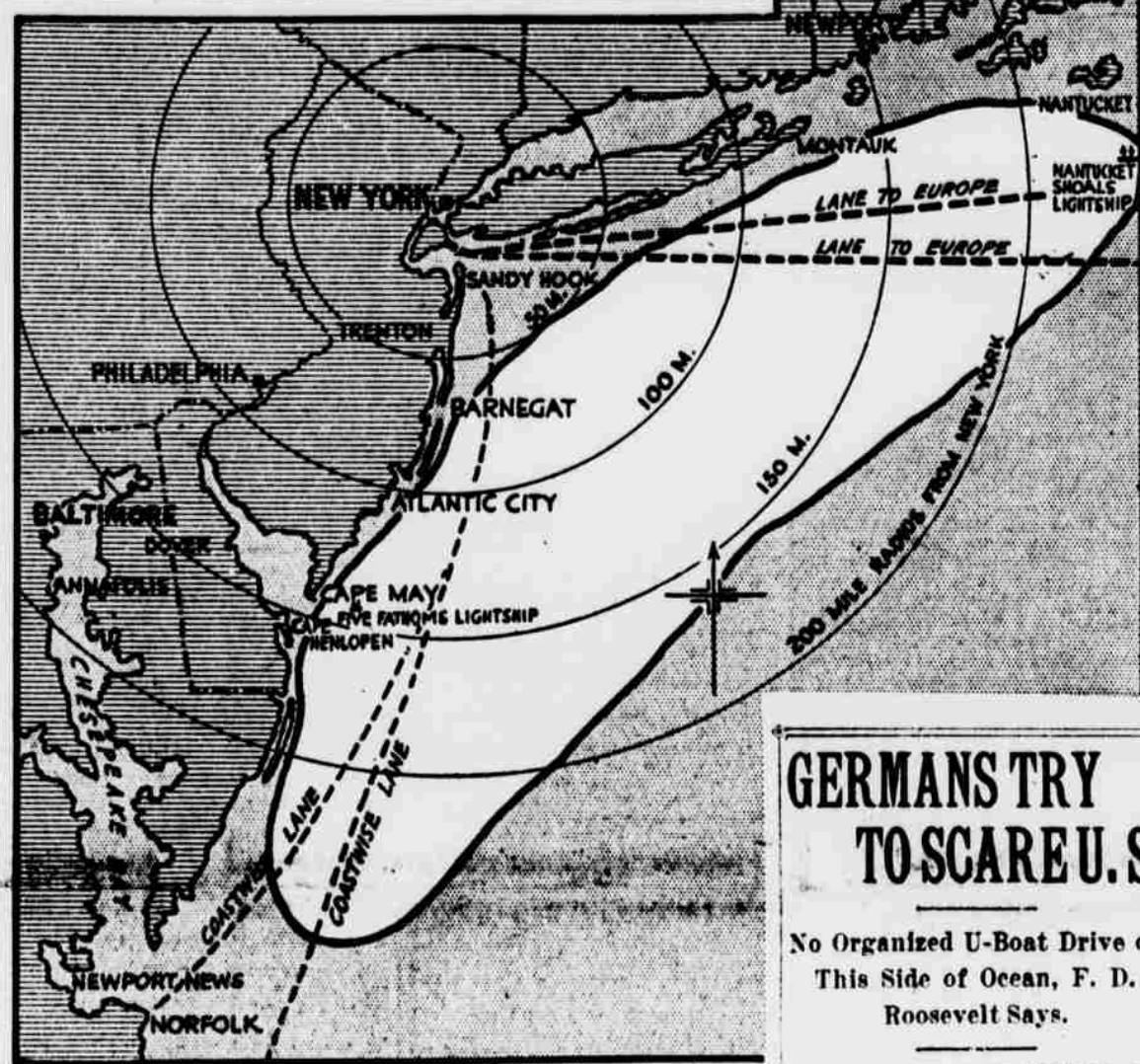
IN a batch of cheery cards Lieut. O. J. Huser writes under date of May 7 that his Apaches smoked on the SUN donor's gift while "not in the most comfortable trenches," and a corporal and sergeant of Company M, First Army Headquarters, declare that on the day the smoke fund tobacco was issued it was like a Christmas morning in the May. Read these and other grateful sentiments of our soldiers on page 5.

This is Brooklyn week for the smoke fund—a concert with Matzenauer and Mukle on Wednesday, the Optometrists Convention, dances, cards, "block" parties, all occur over the bridge to help increase the fund.

WARNING! THE SUN TOBACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

Zone in Which Submarines Are Operating

The white space on this map shows area covered by German U-boats in all operations reported since Sunday. Sinkings are known to have been made off Barnegat, N. J., and ship captains have told the Navy Department of sighting undersea boats and periscopes as far north as Nantucket Shoals lightship and as far south as the Virginia Capes.



50,000 IRISH ASKED TO FIGHT

Lord Lieutenant Calls for Volunteers 18 to 27 Years Old.

By the Associated Press.

DUBLIN, June 3.—Viscount French, the Lord Lieutenant, issued a proclamation to-day asking for 50,000 voluntary recruits and thereafter 2,000 to 3,000 monthly to maintain the Irish divisions. The first call is to men 18 to 27 years of age, and special inducement is offered of legislation to insure that land shall be available for the men who fight for their country.

The fight against conscription in Ireland has been bitter and unrelenting and has enlisted the activities of all parties. Prominent Catholic churchmen have been among the leaders in opposing the draft of Irish soldiers at the order of an English Government. The Sinn Fein and radical Nationalist leaders have predicted openly that revolution would result from any attempt to enforce the conscription law. Many influential Ulster men and other Unionists are on record as doubting the wisdom of the measure.

Various efforts were made to reach a compromise whereby a scheme of voluntary enlistment would bring Ireland's quota of men power up to the required number, and for a time the rate of enlistment was such that it seemed probable the idea might prove practicable. Pressure inside and out of Parliament, however, led to the determination of Premier Lloyd George to demand the application of conscription under the same terms as it was being enforced in England, Scotland and Wales. There was an intimation that conscription was to go hand in hand with home rule in Ireland, but the British Government never has made clear the exact relationship between the two.

KING DROPS MEN UP TO 35.

Women to Take Places in Royal British Household.

LONDON, June 3.—King George has put into effect a rule doing away with all men up to thirty-five years of age in the royal households. The King previously had released more than 550 men from the households for military service, of whom 55 have been killed and 75 wounded. In the King's private room in Buckingham Palace hangs a "war service roll" giving particulars of the service of all soldiers drawn from the royal employ. The places of the men who are now to be withdrawn from the royal households will be largely filled by women.

AIRMAN SIGHTS U-BOAT VICTIMS

Rushes Word to Coast Guard and Ship Is Sent to Rescue Three Boat Loads.

Special Despatch to THE SUN.

WASHINGTON, June 3.—Germany is trying to frighten us by her U-boat raid in American waters and she has no serious intention of attempting any well organized naval campaign on this side of the ocean.

That is the carefully considered view of the Navy Department. Two objects are in the German mind. One is to set up a clamor among Americans for home defenses, in the hope that the navy will be forced to yield to the popular appeal and bring an important part of her fleet home. As a part of this campaign it is by no means impossible that some coast town or towns may be fired upon, just as has been done in raids on English coast resorts, where the Germans knew they could be destroying nothing of military value.

The second object is the obvious one—to sink transports if possible; if not, anything that will carry cargo. "I think the German strategy is obvious," said Franklin D. Roosevelt, Assistant Secretary of the Navy. "By their campaign of terrorism they evidently hope to make us withdraw our ships from European waters, or at least 50 per cent. of them. In this they will be disappointed, for the best protection we give to our shipping comes from the presence of our war craft in the war zone."

Mr. Roosevelt believes the preliminary advice indicate that the submarine commanders are operating under orders to "sink as many ships and cause as much terrorism as possible."

Warn Against Surprise.

Acting on the presumption that this is the present German plan, naval vessels and aircraft are redoubling their vigilance to warn the nation against any form of spectacular surprise attack which may accompany the German plan. The idea that the submarine commanders may attempt to shell points on the coast is not put lightly aside here. Even an effort to throw shells to the vicinity of New York city is not considered out of the question.

It is known that submarines operating off the British coast have carried especially constructed incendiary bombs calculated to destroy coast towns by fire under favorable wind conditions. All the ingenuity which the Germans have developed with uncanny thoroughness regarding coast raids against Great Britain might be turned against the United States.

In this connection the work of the Naval Intelligence branch has become extremely important within the past forty-eight hours.

The report that a carrier pigeon with a mysterious signal attached to its foot had been picked up at Cones Island did not escape attention here. In case the Germans are planning anything in the nature of a surprise raid on the coast

GERMANS TRY TO SCARE U. S.

No Organized U-Boat Drive on This Side of Ocean, F. D. Roosevelt Says.

TOWNS MAY BE FIRED ON

Carrier Pigeon at Cones Causes Sharp Lookout for Teuton Aids Here.

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Port of New York Is Closed—Germans Fail to Destroy Transports—Navy Scours Ocean.

48 SURVIVORS FROM SCHOONERS ARE BROUGHT TO THE BATTERY

Two Enemy Vessels Believed to Be Operating—Commanders Observe Rules of Warfare—Lifeboats Sighted at Sea.

The supersubmarines of the Germans, which everybody has been expecting since America joined the forces arrayed against Germany's plan of civilizing the world in her own way, have arrived off the coast of the United States and are at the task of reducing the amount of our shipping.

Just how much they have destroyed is not known exactly, but the navy has confirmation of the loss of one large coastwise passenger steamship, two steam freighters, one tank steamship and seven schooners. Another coastwise liner is believed to have been sunk.

Definite information that the submarines had been operating in these waters for at least eight days and perhaps two weeks came last night when forty-eight survivors from four schooners and a steamship reached the Battery. They were brought to Quarantine by the steamship San Saba, and with the thrilling story that the survivors told of being held captives for eight days on a U-boat came the added information of the sinking of the steamer Winneconne and the schooners Hauppauge and Edna, in addition to the other ships that had been officially reported as sunk.

Two Submarines Are at Work.

Out of all the conflicting reports, the following facts stand out.

That there are certainly two and probably five submarines of a large and improved type, estimated at 250 feet over all and mounting two guns each. The guns are believed to be four or five inch pieces.

That they have been operating in American waters for more than a week.

That their commanders are at least observing some of the laws of humane sea warfare since no one has been reported killed.

The vessels destroyed are:

The steamship Carolina of the New York and Porto Rico Steamship Company has been sunk. Nothing is known of the fate of the 224 passengers and crew of 130, who took to the boats when the underwater craft began shelling the liner.

The steamer Texel was sunk Sunday afternoon, sixty miles off the Jersey coast. The crew of thirty-six men landed in Atlantic City last night.

The steamship Winneconne has been sunk.

The schooner Edward H. Cole of Boston has been sunk by bombs. Capt. H. J. Newcomb of Boston with his crew of ten have been landed here after being rescued from the boat in which they were given an opportunity to escape.

The schooners Jacob M. Haskell of Boston, Isabel B. Wiley of Bath, Me.; Hattie Dunn of Thomaston, Me.; the Edna, the Hauppauge and Samuel W. Hathaway have been sunk. Little is known of the fate of the crews except that of the Haskell, which was rescued.

The Savannah Line Steamship City of Columbus is reported to have been sunk, but no definite news of her fate has been received.

The Atlantic Refining Company tanker Herbert L. Pratt was sunk four miles off Cape Henlopen, Del., by a submarine. The crew was landed at Lewes, Del.

Naval Vessels Open Fire.

Within twenty minutes from the time the Pratt was sunk naval vessels gave chase to the submarine, and in a very short time thereafter the war ships opened fire on something at sea, but it is impossible to say just what occurred.

Prior to sinking the Pratt the submarine fired at the British tanker Arco, but owing to the vessel travelling light she was able to get away unharmed. The Arco passed up Reedy Island, Delaware, at 10 o'clock last night.

A Government hydroplane which alighted near Beach Haven, N. J., reported that thirty-five miles off shore it had sighted three lifeboats filled with people pulling slowly toward the coast and had seen other lifeboats floating about empty.

RHINELANDERS TOAST ADVANCE WITH BEER

Much Drinking Follows News of Drive to Marne.

Special Cable Despatch to THE SUN from the London Times.

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THE HASTON, June 3.—A neutral just arrived from the Rhineland stated that great endeavors had been made to celebrate the German advance of last week, representing it as a glorious victory for the Kaiser. All the mines, factories and workshops were decorated with flags and there was a great deal more drinking than usual. The neutral informant added with a smile that there was nothing extra to eat. This fact was due to the non-existence of additional food.

This rejoicing really was restricted to a limited class, those who are over the military age sitting in cafes over a pot of beer and seeking to dispose of the fate of Europe. The masses of the people have displayed great depression, especially since the recent order lowering the bread ration.

In Mulheim the whole population lived on four pounds of bread a person for a week, were having nothing else, no potatoes or any other food. The people were so discontented that they talked of striking, but were intimidated by the military. As regards the result of the war, the Germans are said to declare that the conflict is nearly over, that they are near Paris and will go to London as soon as they take the French capital.

Four for Fate of 350.

Some fear was felt for the fate of the 350 persons aboard the Carolina, a vessel of 8,000 tons, running between Porto Rico and an Atlantic port. An 8 o'clock call sent by the steamship at 7 o'clock Sunday night said she was being shelled by a German submarine and that passengers and crew had taken to the boats. Officers of the company assure she was sunk. Two giant transports, heavily armed,